

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 4055. 號七廿月六年六十七百八千一英

HONGKONG, TUESDAY, JUNE 27, 1876.

日六初月五閏年子丙

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTT, Ludgate Circus. E. C. BATES, HENDY & CO., 4, Old Jewry. E. C. SAMUEL DEACON & CO., 160 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTT, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SUTCLIFFE, QUELON & CAMPBELL, Amoy, WILSON, NICHOLS & CO., Foochow, HEDDER & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & CO., Manila, O. HEINRICH & CO., Macao, L. A. DA GRAGA.

## BANKS.

## COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848.

Y IMPERIAL DECREE OF 25TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

France. 2 Sterling.  
PAID-UP CAPITAL, 80,000,000 3,200,000  
RESERVE FUND, 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.  
LONDON AGENT.—144, Leadenhall St., E.C.

AGENTS.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Isle de la Réunion), Hong Kong, Shanghai and Yokohama.

LONDON BANKERS.—Bank of England, Union Bank of London.

## HONGKONG AGENCY.

### INTEREST ALLOWED

On Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balance, and on Fixed Deposits at rates which may be ascertained at the office.

CHR. DE GUIGNÉ, Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1876.

## HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 100,000 Dollars.

COURT OF DIRECTORS.  
Chairman.—E. R. BELLING, Esq.  
Deputy Chairman.—AD ANDER, Esq.  
J. F. CORDES, Esq. S. W. POMEROY, Esq.  
H. HOPKINS, Esq. F. D. SASSOUN, Esq.  
A. MOLYER, Esq.

CHIEF MANAGER.  
HONGKONG, JAMES GREGG, Esq.  
Shanghai, EWEY CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

## HONGKONG.

### INTEREST ALLOWED

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREGG, Chief Manager.  
Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, February 17, 1876.

## For Sale.

FOR SALE.  
CUTLER, PALMER & Co.'s  
Celebrated  
Brands of WINES and SPIRITS.  
Apply to  
SIEMSEN & Co.  
Hongkong, June 22, 1876.

TAKASIMA COLLIERY.  
JARDINE, MATHESON & Co., Agents.

FOR SALE, Large Takasima Coal, at \$3 per ton, ex Godown. Small Takasima Coal, \$5 per ton, ex Godown.

Apply to  
T. G. GLOVER,  
No. 7, Queen's Road, and at Ball Point.  
Hongkong, May 16, 1876.

FOR SALE.—Nos. 1, 3, 5, 7, 9 and 11  
Mosque Street.  
Nos. 1 and 3 Mosque Junction.  
Crown Rent, \$7.28 a year.  
Monthly Rentals, \$110.  
Price for the lot, \$3,000 Nett.  
Taxes payable by tenants.

Apply to  
J. D. HUMPHREYS,  
Hongkong Dispensary.  
Hongkong, June 16, 1876.

## For Sale.

### FOR SALE.

200 Cases CLARET from BORDEAUX.  
Apply to  
LANDSTEIN & Co.  
Hongkong, March 10, 1876.

## Notices of Firms.

NOTICE.  
I have this day authorized Mr J. Y. V. SHAW to sign my name per procuration.

A. MACG. HEATON.  
Hongkong, January 1, 1876.

NOTICE.  
We have Established branches of our Firm at Halphong and Ha Noi. Mr E. CONSTANTIN is authorized to sign by procuration in Tonquin.

LANDSTEIN & Co.  
Hongkong, December 31, 1875.

NOTICE.  
MR. THEOPHILUS GEE LINSTEAD is authorized to sign our firm in Hongkong and Canton.

PURDON & Co.  
China, June 1, 1876.

NOTICE.  
THE Underigned has been appointed SURVEYOR to LLOYDS REGISTER at this Port.

R. H. CAIRNS.  
1, Club Chambers,  
Hongkong, April 20, 1876.

NOTICE.  
THE Underigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS.  
E. C. RAY.  
Bank Buildings,  
Hongkong, February 3, 1876.

## Intimations.

HONGKONG RACES, 1877.

THE HONGKONG DERBY.—Sweepstakes of \$20 each, half forfeit if declared on or before day of closing. Entries, with \$100 added for 1st Pony, and \$50 for 2nd. For all China Ponies born 1st January at date of Entry. First Pony, 70 per cent; Second, 25 per cent; Third, 10 per cent. Weight 10st. 7lbs. One-mile-and-a-half.

HERBERT MAGNIAO, C. C.  
Hongkong, June 26, 1876.

CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.  
THE Transfer BOOKS of this Company will be CLOSED from the 20th to the 30th Instant, both days inclusive.

By Order of the Board of Directors,  
OLYMPIANT & Co.,  
General Agents.

Hongkong, June 13, 1876.

DANISH CONSULATE,  
Hongkong, June 17, 1876.

NOTICE is hereby given that Mr RUDOLPH JENSEN having resigned the Office of Consul for this Colony for H. M. the King of Denmark, applications for the Office should be sent in to the Ministry of Foreign Affairs, Copenhagen, before the First of November, 1876.

H. KIER,  
Consul pro tem.

THE WONDERFUL ARAB DWARF.  
BINAMHNOOD, one of the greatest of living prodigies, is now being exhibited at the ORIENTAL HOTEL, from 10 A.M. to 10 P.M.

BINAMHNOOD is an Arab, 25 years of age and 33 inches in height; has no legs or arms, yet walks about, feeds himself, writes his name, &c.; besides his native tongue, he speaks English, French, Dutch, Hindustani, Malay, and several other languages.

ADMISSION—FIFTY CENTS.  
Hongkong, June 19, 1876.

NOTICE.  
THE HONGKONG HOTEL COMPANY LIMITED.

THE CERTIFICATES of the SHARES Numbered 661/675 and 621/630 (inclusive) in this Company, standing in the Register in the name of Mr WILLIAM RUDOLPH LANDSTEIN, having been lost by him; Notice is hereby given that New Certificates for such Shares have This day been issued to the said WILLIAM RUDOLPH LANDSTEIN as such registered Proprietor of the Shares therein mentioned, and that the original Certificates will hereafter be held by the Company as null and void.

Dated the 14th day of June, A.D. 1876.  
By Order of the Directors,  
L. HAUSCHILD,  
Secretary.

HONGKONG, CANTON, AND MACAO STEAM-BOAT COMPANY, LIMITED.

FOR the convenience of travellers, the Steamer "POFFAN" will leave HONGKONG at Noon on SATURDAYS, and MACAO at 7 a.m. on MONDAYS, commencing on Saturday Next, the 17th instant. On other days the Hour of Departure from both places will be 9 a.m.

By Order,  
P. A. DA COSTA,  
Secretary.  
Hongkong, June 16, 1876.

## Intimations.

### THE MEDICAL HALL,

37, QUEEN'S ROAD, HONGKONG.  
ESTABLISHED 1853.  
TH. KOFFER, Proprietor.  
Hongkong, April 28, 1876.

HONGKONG.

Chs. J. GAUPP & Co.,  
WATCHMAKERS & JEWELLERS,  
38, Queen's Road,  
NAUTICAL INSTRUMENTS,  
CHRONOMETERS,  
&c., &c., &c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876.

IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE

"SHANGHAI COURIER AND CHINA GAZETTE"

IT WILL BE THE CHEAPEST DAILY PAPER IN CHINA and at a large

INCREASE OF CIRCULATION MAY BE CONFIDENTLY ANTICIPATED, THE

ADVANTAGE TO ADVERTISERS IS OBVIOUS.

F. KRUPP'S CAST STEEL WORKS, ESSEN (Germany.)

Sole Agent for China, F. PEIL, HONGKONG, SHANGHAI, COLOGNE (Germany.)

LOONG SHING & Co.,  
DEALERS IN ANCIENT CHINESE CURIOSITIES AND HOUSEHOLD FURNITURE,  
No. 34, Wellington Street, HONGKONG.

AH YON,  
SHIPS' COMPRADORE AND STEVEDORE,  
No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.  
Hongkong, May 1, 1876.

AFONG,  
PHOTOGRAPHER,  
by appointment, to  
H. E. SIR ARTHUR KENNEDY,  
GOVERNOR OF HONGKONG;  
and to  
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB, HAS on hand the Largest and Best collection of Views, &c., of Amoy, Formosa and all the different Chinese Ports.

Also, A large assortment of Photographic Albums, Frames, Writing Cases, Desks and many other ornamental and useful articles too numerous to mention.

Hongkong, May 16, 1876.

NOTICE.  
SAILMAKING DEPARTMENT.

DURING the Temporary Absence of Mr W. DOLAN, this DEPARTMENT will be CARRIED ON as heretofore, under the Superintendence of Experienced FOREMAN, who have acted in this capacity under Mr Dolan for 13 years.

All Orders in this Branch of Business will have our careful attention.

MACLEWEN, FRICKEL & Co.  
Hongkong, June 1, 1876.

TENDERS for the Building, Alterations and Repairs to Naval Establishments, will be Received on or before THURSDAY, the 29th Instant, at Noon, instead of SATURDAY, the 24th, as notified in my advertisement of the 17th Instant.

JOHN BREMNER,  
Naval Storekeeper.

H. M. Naval Yard,  
Hongkong, June 22, 1876.

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

A FIRST BONUS of Five per cent. upon Contributions for the year 1875, will be payable on the 1st July next.

Warrants may be had on application at the Office of the Society on and after the 30th Instant.

By Order of the Board,  
N. J. EDE,  
Secretary.  
Hongkong, June 20, 1876.

## Intimations.

### CLERK WANTED.

WANTED Immediately for Canton, A YOUNG MAN, who writes a good hand and Copies correctly. Apply with references, and stating Salary expected, to "C. G." care of the Office of this Paper.  
Hongkong, June 24, 1876.

### NOTICE.

L. GOY, WATCHMAKER, No. 32, QUEEN'S ROAD, undertakes any orders in this branch. He is also prepared to go to private Hong for the winding-up of Clocks.  
Hongkong, June 22, 1876.

## Auctions.

### FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions from the Executors of the late Captain L. YOUNG to sell by Public Auction, on

### WEDNESDAY,

the 28th June, 1876, at 2 o'clock p.m., at No. 4, Peel Street,—

Sundry Household FURNITURE, consisting of: Damask Covered Chairs and Couches, Centre Tables, Engravings, Gas Lamps, Side Tables, Sideboard, Whatnots, Crockery and Glassware, Iron and Brass Bedsteads, Wardrobes, Toilet Glasses, Dressing Tables, &c., &c., &c.

A FULL-SIZED THURSTON'S BILLIARD TABLE, with Balls, and Cues, &c.

Catalogues will be issued, and the Furniture will be on view the day previous to the Sale.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

Hongkong, June 21, 1876.

## PUBLIC AUCTION.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, in their Sale Room, Praya, on

### THURSDAY,

the 29th June, 1876, at 2 o'clock p.m.,—

Ex S. S. "Kwangtung," (For account of the concerned.) 1 Ship Bells, 2 Brass Binnacles, Ship's Chronometer by Poole, Barometer, Clock, Snider Rifles, Revolvers, Compass, Azimuth Circle, Crockery and Plated Ware, Bed Linen, Feather Pillows, &c., &c.

Also, Copper Pipes, Brass Stanchions, 1 Life Boat, Lanterns, 14 Lengths 1 1/2 in. Chain Cable, &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

Hongkong, June 26, 1876.

## FURNITURE SALE.

LANE, CRAWFORD & Co. will sell by Public Auction at the Residence of P. DORABEE, Esq., No. 42, Hollywood Road, on

### SATURDAY,

the 1st July, 1876, at Noon,—

His HOUSEHOLD FURNITURE, comprising:—Covered Chairs, Couches, Tables, Mirrors, Pictures, Gasaliers, Iron Bedsteads, Wardrobes, Washstands, Crockery and Glass-ware.

Also, 2 Self-Acting ORGANS.

1 HARMONIUM.

Office FURNITURE, &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, June 26, 1876.

## PUBLIC AUCTION.

THE Underigned will sell by Public Auction, on

### SATURDAY,

the 1st day of July, 1876, at 2 p.m., on Board, by Order of the SPANISH CONSUL,—

(For account of the concerned.) The Spanish Brig "DORA," of 522 Tons or thereabouts, as she now lies in this Harbour.

Further Particulars or Inventory may be obtained on application at the Spanish Consulate or to the Underigned.

TERMS OF SALE.—Cash on the fall of the hammer. The Vessel to be at the purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,  
Auctioneer.  
Hongkong, June 23, 1876.

## Auctions.

### PUBLIC AUCTION.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, unless previously disposed of by Private Contract:—

The MACHINERY, TOOLS, and STOCK-IN-TRADE of the East Point Foundry, formerly in the occupation of Mr SAMUEL EASTON, on the Premises, on

### TUESDAY,

the 11th July, 1876, at Noon,—

The Machinery, the most of which is of the best description, includes STEAM ENGINE and BOILER, SHAFTING and GEARING, LATHES, SHAPING MACHINE, ROLLERS, PUNCHING and SHEARING MACHINE, STEAM HAMMER, CUPOLAS, VERTICALS, SCREWING MACHINE, &c., &c.

The TOOLS consist of a large collection for the use of Engineers, Turner, Boilermakers, and Smiths.

Also, THREE STEAM LAUNCHES of the following description and dimensions:—

COMPOSITE, 46ft. long, 8 1/2 ft. beam, 6ft. deep, new.

WOODEN, 36ft. long, 6 1/2 ft. beam, 4 1/2 ft. deep, 1 year old.

IRON, 37ft. long, 7ft. beam, 5ft. deep, 4 years old.

Catalogues will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

Hongkong, June 24, 1876.

## Shipping.

### Steamers.

FOR SINGAPORE AND LONDON.  
The Departure of the Steamship "BENLEI" is unavoidably Postponed until WEDNESDAY, the 28th Inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co.  
Hongkong, June 26, 1876.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Company's Steamship "DEUCALION" will be despatched on or about the 30th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, June 19, 1876.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.  
Taking Cargo & Passengers at through rates for HANKOW, NINGPO & PORTS IN JAPAN.

The Company's Steamship "PRIAM" will be despatched on or about the 30th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, June 23, 1876.

STEAM TO YOKOHAMA.  
The P. & O. S. N. Co.'s S. S. "SUNDA" will leave for the above place shortly after the arrival of the Peshawur with the next English Mail.

A. MOYER, Superintendent.  
Hongkong, June 23, 1876.

STEAM TO SHANGHAI.  
The P. & O. S. N. Co.'s S. S. "PESHAWUR" will leave for the above place about 24 hours after her arrival with the next English Mail.

A. MOYER, Superintendent.  
Hongkong, June 22, 1876.

NOTICE.  
COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.  
The Company's Steamship "TANAIS" Captain REYNIES, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

G. DE CHAMPEAUX, Acting Agent.  
Hongkong, June 22, 1876.

NOTICE.  
COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.  
The Company's Steamship "DUFAYNAE" Captain ROLLAND, will be des



## NOTICES TO CONSIGNEES.

## NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S. S. SAREEDON, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 28th inst., for shipment per S. S. *Prim*. BUTTERFIELD & SWIRE, Agents.

Hongkong, June 23, 1876. je28

S. S. LORD OF THE ISLES, FROM SAN FRANCISCO.

THIS Steamer having arrived, Consignees of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Cargo.

Cargo impeding the discharge of the Steamer will be loaded and stored at Consignees' risk and expense without Fire Insurance.

RUSSELL & Co., Agents.

Hongkong, June 24, 1876. je28

ORIENTAL AND OCCIDENTAL STEAMSHIP COMPANY.

CONSIGNEES of Cargo per S. S. *Belgie* from San Francisco and Yokohama, are hereby requested to send their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Steamer will be loaded and stored at Consignees' risk and expense.

G. B. EMORY, Agent.

Hongkong, June 16, 1876.

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Acting Agent.

Ex *Hoogly*, March 10, 1876.

R M No. 29, One case Merchandise, from Marseilles.

C F P 106 bags Gum, from Bombay.

Ex *Amazons*, May 14, 1876.

P G C 191 bags Gum and 4 cases Vermilion.

C E P 4 boxes Merchandise.

C J L 3 bags Gum.

No marks 2 " Raisins.

S. S. *Analys*.

G R No. 1/42=42 boxes Wines.

A H H 6885/6887=3 cases Merchandise.

Hongkong, June 9, 1876.

## SAYLE &amp; Co.

We beg to call special attention to our Show-room and Ladies' Outfitting Departments.

We are offering a fine assortment of Japanese Silks, which will wear well, at 65 cents per yard, worth \$1.

Summer Dresses:—

Satin Striped Poplins.

Figured Poplins.

Fancy and Plain Grenadines.

Black and Fancy Gauzes.

Fancy Silks. Black Silks.

Niagara Striped Muslins.

White Brillantes.

A lot of Lace Goods at less than half price.

Made-up Wrappers and Costumes.

Embroidered Skirts.

Ladies' and Children's Under-clothing.

Straw Hats and Bonnets.

Feathers and Flowers.

Ladies' and Children's Hosiery.

Our Dressmaking Department

is under the supervision of a Court Dressmaker.

Our Millinery Department is

under the supervision of a West End Milliner.

SAYLE & Co.,

VICTORIA EXCHANGE,

Queen's Road & Stanley Street.

## To-day's Advertisements.

## FOR BANGKOK.

## The Steamship

## "MADAGASCAR."

J. T. M. Master, will be despatched for the above Port on

THURSDAY, the 29th instant, at Noon.

For Freight or Passage, apply to

SIEMSEN & Co., Agents.

Hongkong, June 27, 1876. je29

## FOR SWATOW, AMOY &amp; FOCHOW.

## The Steamship

## "YESSO."

Captain PUNCHARD, will be despatched for the above Ports on FRIDAY, the 30th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., Agents.

Hongkong, June 27, 1876. je30

## FOR TAKAO.

## The A. 1 British Bark

## "HYLTON CASTLE."

W. Scott, Master, will take

Cargo for the above Port, and will have quick despatch.

For Freight or Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, June 27, 1876.

## To-day's Advertisements.

## NOTICE.

WHEREAS Pursuant to the Provisions of Ordinance No. 14 of 1862, the following Petition to His Excellency the Governor in Council for Letters Patent for the Exclusive Right to use within this Colony and its Dependencies, the Invention hereinafter mentioned, has, together with the Specifications required by the said Ordinance, been filed in the Office of the Colonial Secretary, that is to say:—

"The Petition of WILLIAM MACGREGOR SMITH, as Assignee of JAMES DUNCAN, for Improvements in the treatment and purification of Sugar and Saccharine Matters, and in the Apparatus employed therein."

Notice is hereby given, that His Excellency the Governor has appointed SATURDAY, the 1st day of July, 1876, at 2 o'clock in the afternoon for a Sitting of the Executive Council at the Office of the Government, for the purpose of entertaining the said Petition, and that at such Sitting of the Council, Application will be made for such Letters Patent as aforesaid.

Dated at Victoria, Hongkong, this 17th day of June, 1876.

WM. H. BRERETON.

Solicitor for the Petitioner.

29, Queen's Road, Hongkong.

je2

## TUDOR COMPANY.

ON and after July 1st, the Retail Price of our NATURAL ICE will be Three quarters of a cent per Pound.

From this date, the Ice House will be open daily (Sundays excepted) from 5 a.m. to 6 p.m. On Sundays from 5 to 8 a.m. and 4 to 6 p.m. only.

J. F. HORGAN, Agent.

Hongkong, June 23, 1876. je24

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners are Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

COMET, American ship, Captain William L. Bray.

VINDEZ, British barque, Captain John Parkhouse.

ZOROVA, British barque, Captain Geo. Searlett.—Gilmann & Co.

WILLARD MUGGETT, American barque, Captain J. B. Dickey.—Jardine, Matheson & Co.

EVELYN, British barque, Capt. Knowles.—Melchers & Co.

SOPHIE, British barque, Captain Ross Jones.

FONTENAY, British ship, Capt. George B. Taylor.—Arnhold, Karberg & Co.

NEACHUS, American ship, Capt. Pierce.—Eduard Schellhass & Co.

ANNA HAUSWEDDEL, German barque, J. M. Schröder.—Eduard Schellhass & Co.

CINGALEE, British barque, Capt. David Anton.

GREBENA, Dutch schooner, Captain J. S. Mulder.—Eduard Schellhass & Co.

ALPHINGTON, British barque, Captain G. Cunningham.—Arnhold, Karberg & Co.

JOHANN CARL, German barque, Captain E. Gutemuths.—Wm. Pustau & Co.

MONTGOMERY, British barque, Capt. Griffiths.—Eduard Schellhass & Co.

## SHIPPING.

## ARRIVALS.

June 26, *Pacha*, German barque, 431, M. Dumreicher, Cardiff Feb. 26, Coal.

ORDER.

June 26, *Frederic*, French barque, 450, E. Baudouet, Saigon June 18, Rice.

CAPTAIN.

June 27, *Ellen Rickmers*, German barque, 307, H. Weydemann, Bangkok June 11, Rice.—MELCHERS & Co.

June 27, *Estepona*, British steamer, 676, Hubback, Swatow June 26, General.—BIRLEY & Co.

June 27, *Yesso*, British steamer, 560, Panchard, Fochow June 24, Amoy 25, and Swatow 26, General.—DOUGLAS LARRAIK & Co.

DEPARTURES.

June 27, *Namoa*, for Coast Ports.

27, *Zamboanga*, for Amoy.

27, *Fernambuco*, for Saigon.

27, *San Lorenzo*, for Manila.

27, *Cotherstone*, for Manila.

27, *Fetich*, for Manila.

## CLEARED.

*Caldea*, for London.

*Kermato*, for Sual.

*Formosa*, for Whampoa.

*Pinto*, for Chetco.

*Montiga*, for Whampoa.

*Hongkong*, for Bangkok.

*Olsen*, for Fochow.

## PASSENGERS.

## ARRIVED.

Per *Estepona*, from Swatow, 44 Chinese.

Per *Yesso*, from Coast Ports, Capt. E. Vincent, Mr. Alexander, and 41 Chinese.

## DEPARTED.

Per *Namoa*, for Coast Ports, 100 Chinese.

Per *Zamboanga*, for Amoy, 148 Chinese.

Per *Fernambuco*, for Saigon, 92 Chinese.

## TO DEPART.

Per *Hongkong*, for Bangkok, 10 Chinese.

## SHIPPING REPORTS.

The British steamer *Estepona* reports: Strong Easterly winds and fine weather from leaving until 8 a.m. this morning; then till arrival strong winds and thick

rainy weather.

The British steamer *Yesso* reports: From Fochow to Amoy and Swatow moderate S.W. winds and fine weather; Swatow to Hongkong fresh N.E. winds and rainy weather with unsteady barometer.

Vessels at Fochow—H. M. S. *Lapwing*, Steamers *Vantouze*, *Vau de Gama*, *Statenman*, *Naples*, *MacGregor*, *Montgomeryshire*, *Galata*, *Boten*, *Quenelinda*, and *Candia*; the *Glenfalloch* left on the 23rd for London.

In Amoy—U. S. S. *Palos* and *Abasco*; in Swatow—S. S. *Columbia*.

## POST OFFICE NOTIFICATIONS.

## MAILS will close:—

For SINGAPORE & LONDON.

Per *BANLUI*, at 11.30 a.m. To-morrow, the 28th inst., instead of as previously notified.

For HAINAN (Direct).

Per H. I. M. S. *SHEN-CHI*, at 5 p.m. To-morrow, the 28th inst.

For SAIGON.

Per *PARDO*, at 2 p.m., on Thursday, the 29th inst., instead of as previously notified.

## MAILS BY THE ENGLISH PACKET.

The English Contract Packet *THYBET*, will be despatched with the Mails for Europe, &c., on SATURDAY, the 1st July.

The following will be the hours of closing the Mails, &c.:—

Friday, 30th instant.

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

Saturday, 1st July.

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted on payment of a Late Fee of 18 cents extra Postage until

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom Via Brindisi or to Singapore may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.

11.50 a.m., Posting on Board ceases.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, June 22, 1876. je21

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *BELGIO* will be despatched on SATURDAY, the 1st July, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m., Registry of Letters ceases.

2.30 p.m., Post Office closes.

2.30 p.m., Correspondence may be posted on board the Packet with Late Fee of 12 cents extra Postage until

2.50 p.m., when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American Stamps are added to prepay them from San Francisco to destination.

Charges for Registry at this Office.

The Stamp for Registry is 8 cents in Hongkong Stamps, and 10 cents in U. S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be Registered through, but only to San Francisco (8 cents).

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, June 23, 1876. je21

## MAILS BY THE FRENCH PACKET.

The French Contract Packet *PRIMO* will be despatched on SATURDAY, the 8th July, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seybelle, Réunion, Mauritius, Suez, and Alexandria.

Letters may also be forwarded to India by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked Paid to Galle only; they will go on from Galle as unpaid.

The following will be the hours of closing the Mails, &c.:—

Friday, 7th July.

5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, 8th July.

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) addressed to the United Kingdom, Saigon, or Singapore may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, June 24, 1876. je25

## General Memoranda.

THURSDAY, June 29:—

Noon.—*Madagascar* leaves for Bangkok.

Noon.—Government Tenders for Construction close.

2 p.m.—Sale of Bells, Binnacles, Chronometer &c., of the wreck of the *Str. Kiangning*, at Messrs Lane, Crawford & Co.'s Sale Room, Fraya.

Friday, June 30:—

Noon.—*Yesso* leaves for Swatow, Amoy and Fochow.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

Warrants for Bonus upon Contributions to the Union Ins. Soc. obtainable.

*Dundell* leaves for London on or about this date.

*Pham* leaves for Shanghai on or about this date.

Saturday, July 1:—

Noon.—English Mail leaves for Ports of Call and Europe.

Noon.—Sale of Household Furniture, at No. 42, Hollywood Road.

8 p.m.—Sale of Spanish Big *Dura*, on Board.

8 p.m.—Occidental & Oriental S. S. Co.'s Steamer *Bigle* leaves for Yokohama and San Francisco.

9 p.m.—Meeting of Zealand Lodge.

THURSDAY, July 11:—

Noon.—Sale of Machinery, Engines, Tools, Steam Lathes, &c., at the East Point Foundry.

Saturday, July 15:—

8 p.m.—American Mail leaves for Yokohama and San Francisco.

## MEMOS. FOR TO-MORROW.

## Shipping.

Noon.—*Benedi* leaves for Singapore and London.

Shipping Orders regarding Optional Cargo ex *Sarpedon* for shipment per *Prim* must be obtained from the Agents not later than this date.

## Auctions.

2 p.m.—Furniture Sale at No. 4, Graham Street.

## TO ADVERTISERS.

The attention of Advertisers is respectfully drawn to the fact that a copy of the *China Mail* has for some time past been placed on board of every Steamer and Sailing Vessel on arrival in this Harbour. Facilities which have recently been placed within the reach of Captains and Officers of Ships have resulted in a material increase to the Subscription List of the *Mail*, and amongst the shipping in port; and as special arrangements have been made to increase the usefulness of the Shipping List and to extend the circulation in the Bay, these advantages will be at once apparent to Advertisers.

Orders may be sent to

GEO



# SUPPLEMENT TO THE CHINA MAIL.

HONGKONG, TUESDAY, 27th JUNE, 1876.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *A.*, near the Kowloon shore *K.*, and those in the body of the Shipping or midway between each shore are marked *C.*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
  2. From Gas Works to the Novelty Iron Works.
  3. From Novelty Iron Works to the Harbour Master's Office.
  4. From Harbour Master's Office to the P. and O. Co.'s Office.
  5. From P. and O. Co.'s Office to Peddar's Wharf.
  6. From Peddar's Wharf to the Naval Yard.
  7. From Naval Yard to the Pier.
  8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>								
Adria	3 k	Breeze	Brit. str.	781	June 10	Gibb, Livingston & Co.	Ythama & S. Feisco	1st prox.
Belgio	4 k	Metcalfe	Brit. str.	2652	June 16	P. & O. S. S. Co.	Singapore & London	To-morrow
Benedi	4 b	Buchanan	Brit. str.	999	June 3	Jardine, Matheson & Co.	Singapore and Penang	
Calabar	5 c	Hutchinson	Brit. str.	872	June 19	Chinese		
Cheops	4 c	Dryden	Brit. str.	983	May 18	Adams, Bell & Co.		
Crocus	8 b	Joy	Brit. str.	1298	June 10	Jardine, Matheson & Co.		
Duna	4 c	Thomson	Brit. str.	859	June 4	Silman & Co.		
Glamis Castle	4 c	Dickie	Brit. str.	1539	May 13	Adams, Bell & Co.		
Java	...	Gollards	Dut. str.	886	June 9	Eduard Schellhass & Co.		Ab'deen Dock
Killarney	5 c	O'Neill	Brit. str.	1066	June 2	Captain		
Lord of the Isles	2 c	Cowie	Brit. str.	1816	June 24	Arnold & Co.		
Madagascar	4 c	Timm	Ger. str.	884	June 23	Siemssen & Co.	Bangkok	
Mikado	8 k	Moore	Brit. str.	3030	May 26	Gilman & Co.		
Namoa	5 b	Westoby	Brit. str.	862	June 23	Douglas Lapraik & Co.	Coast Ports	To-day
Orissa	5 k	Reeves	Brit. str.	1119	June 15	P. & O. S. N. Co.		
Pardo	4 c	Power	Brit. str.	763	June 4	Landstein & Co.	Saigon	To-morrow
Pasig	...	Lopez	Span. str.	17	May 7	Remedios & Co.		
Pawtuxet	4 k	...	Amer. str.	280	June 18	Aug. Heard & Co.		Udd up
Tanais	4 c	Reynier	Fch. str.	1726	June 19	Messageries Maritimes	Yokohama	Mails
Thales	...	Colos	Brit. str.	820	June 3	Douglas Lapraik & Co.		K'loong Dock
Thi'gvala	4 k	Matirier	Dan. str.	1677	June 15	Wm. Pustau & Co.		
Yottung	2 b	...	Brit. str.	324	June 9	Krok Acheong		Repairing
Zamboanga	4 c	Arechavala	Span. str.	651	June 26	Remedios & Co.	Amoy	To-day
<b>Sailing Vessels</b>								
Alexander McNeil	8 c	Patties	Amer. sh.	1090	June 19	Messageries Maritimes		
Alphington	2 c	Cunningham	Brit. bge.	326	June 19	Arnold, Karberg & Co.		
Alva	4 c	Souza	Port. sh.	631	June 2	Brandao & Co.		
Anna Bella	4 k	...	Brit. bge.	334	June 14	Bornao Co.		
Anna Dorothea	8 k	...	Ger. bge.	330	June 8	Wm. Pustau & Co.		
Anna Hauswedell	4 k	Schroder	Ger. 3m.sc.	362	June 10	Eduard Schellhass & Co.		
Annie Fish	3 c	Hiffes	Amer. sh.	1490	April 23	Russell & Co.	San Francisco	
Bonito	4 k	Wesenberg	Ger. bge.	397	June 21	Siemssen & Co.		
Brona	3 k	Timpe	Ger. bge.	380	June 20	Wieler & Co.		
Caldew	3 k	Walter	Brit. bge.	482	June 5	Arnold, Karberg & Co.	London	To-day
Carl	4 c	Thomsen	Ger. bg.	215	June 18	Arnold, Karberg & Co.		
Catherine Marden	4 c	Marden	Brit. 3m.sc.	287	June 19	H. Kiar		
Celestial Queen	1 c	Watt	Brit. sh.	843	June 6	Bornao Company	Manila	
Charlie Palmer	1 c	Mackintosh	Brit. bge.	567	June 22	Sing Yuen		
Cheng Soon	2 b	Cheng Sang	Siam. sch.	200	April 3	Chinese		
Christian	3 c	Stehr	Ger. bge.	281	June 7	Eduard Schellhass & Co.		
Christina A. P.	3 c	Federico	Amer. sch.	175	Jan. 8	Captain	Valparaiso & Callao	
Cingalee	4 k	Anton	Brit. bge.	339	June 18	Chinese		
Comet	4 c	Bray	Amer. sh.	1457	April 23	Russell & Co.	San Francisco	
Commissary	8 b	Hunter	Brit. sh.	900	April 23	Vogel, Hagedorn & Co.	London	
Corinne	8 c	Gorman	Brit. bge.	395	June 16	Wieler & Co.		
Cotherstone	2 c	Laurenson	Brit. bge.	373	June 19	Order	Manila	To-day
Deutschland	3 c	Ulmann	Ger. bge.	269	May 18	Arnold, Karberg & Co.	Haiphong	
Dora	...	Lezarrengo	Span. bg.	322	May 13	H. Kiar		Repairing
E. M. Young	3 k	McMichen	Brit. bge.	345	June 24	Chinese		
Fabius	1 b	Stolze	Siam. sh.	635	June 26	Kin-tye-loong		
Faan	2 k	Sandberg	Norw. bge.	290	May 28	Vogel, Hagedorn & Co.	Manila	
Fetisch	4 k	Griff	Ger. bge.	441	June 4	Eduard Schellhass & Co.	Manila	To-day
Formosa	4 k	Schwerc	Brit. 3m.sc.	282	June 16	Malchers & Co.		
Frederic	4 c	Baudrouet	Fch. bge.	450	June 26	Captain		
Georgina	...	Romney	Brit. bge.	315	June 24	Chinese		
Gesiena	4 k	Mulder	Dut. sch.	480	June 19	Eduard Schellhass & Co.		
Hongkong	2 b	Freudenberg	Siam. sh.	636	June 4	Mow Wah		
Humboldt	4 k	Stell	Ger. bge.	330	June 2	Eduard Schellhass & Co.		
Hylton Castle	4 k	Scott	Brit. bge.	547	June 17	Order		
Joaquina y Anna	4 c	Man	Amer. sch.	40	May 27	P. P. Holcomb		
Johann Carl	3 k	Gutsmuths	Ger. bge.	387	June 19	Wm. Pustau & Co.		
Kaisow	4 c	Gadd	Brit. sh.	795	June 19	Melchers & Co.	Foochow	
Kate Tatham	4 k	Mackesey	Brit. bge.	275	May 12	Carlowitz & Co.		
Kermalo	3 c	Ruille	Fch. bge.	237	June 7	Order	Sual	To-day
Krung Thep	1 c	Dubrogen	Siam. bge.	488	June 25	Siemssen & Co.		
Lord of the Isles	2 c	Watt	Brit. 3m.sc.	317	June 25	Vogel, Hagedorn & Co.		
Manila II.	4 k	Gunner	Ger. bge.	515	June 17	Siemssen & Co.		
Maria	1 c	Hoyle	Brit. sch.	165	June 25	Turner & Co.		
Martha Brokelmann	8 c	Kluth	Ger. bge.	486	June 4	Siemssen & Co.		
Miss Kilmansegg	1 b	Finlayson	Brit. bg.	228	June 15	Jardine, Matheson & Co.		
Montego	4 k	Griffiths	Brit. bge.	316	June 17	Russell & Co.	New York	
Nearchus	4 c	Pierce	Amer. sh.	1287	June 5	Messageries Maritimes		
Nesior	4 c	Isquel	Fch. sh.	789	June 18	Melchers & Co.		
Notre D. Auxiliatrice	3 k	Jagoret	Fch. bge.	532	June 15	F. Degenauer		
Onward	2 b	Stimson	Brit. bge.	564	June 5	Rozario & Co.	London	
Ogen	2 c	Finnesen	Ger. 3m.sc.	190	June 24	Order		
Pacha	8 c	Dumreicher	Ger. bge.	431	June 2	Order		
Peiho	3 k	Christiansen	Ger. bge.	250	June 22	Arnold, Karberg & Co.	Chesfoo	
Phillip Fitz Patrick	3 c	Phelan	Amer. bge.	562	June 17	Vogel, Hagedorn & Co.	San Francisco	
Rebecca	...	Bundgaard	Ger. bge.	408	May 23	Wm. Pustau & Co.		Cor'tan Dock
Rob Roy	8 c	Brown	Brit. bg.	290	June 18	Order		
San Lorenzo	2 k	Pico	Span. bg.	220	May 14	Remedios & Co.	Manila	To-day
Scotland	4 c	Holcomb	Amer. sch.	78	May 27	Captain		
Sophie	8 c	Jones	Brit. bge.	477	June 5	Olyphant & Co.	New York	
Syringa	4 k	Partridge	Brit. sch.	242	June 19	Siemssen & Co.		
Ta Lee	3 c	Hoffmann	Ger. bge.	342	June 10	Siemssen & Co.		
Teresa	2 c	Cebada	Span. bge.	251	June 19	Siemssen & Co.		
Thoon Kramom	2 b	Vorrath	Siam. bge.	474	June 18	Siemssen & Co.	Manila	
Victory	4 k	Whiting	Brit. bg.	255	May 22	Landstein & Co.		
Villa de Ravadavia	4 c	Canus	Span. bg.	261	June 7	Brandao & Co.		
Vindex	4 c	Parkhouse	Brit. bge.	290	May 3	Russell & Co.		
Willard Mudgett	3 c	Dickey	Amer. bge.	875	May 15	Wing Wo Yuen	Melbourne & Sydney	
William Turner	8 c	Vandervord	Brit. bge.	431	June 17	Carlowitz & Co.	Honolulu	
Zoroya	3 k	Scarlett	Brit. bge.	383	May 13	Silman & Co.		
<b>WHAMPOA</b>								
Charité	...	Hervé	Fch. bge.	255	June 20	Carlowitz & Co.	Tientsin	
Obaa. C. Leary	...	Stephen	Amer. bge.	644	June 23	Vogel, Hagedorn & Co.	New York	
Kronprindsessen	...	Tamin	Dan. bge.	344	June 23	Eduard Schellhass & Co.		
Maria Alfred	...	Leclerc	Fch. bge.	309	June 22	Landstein & Co.		
Vesta	...	Dirks	Ger. bge.	302	June 5	Melchers & Co.	Tientsin	
<b>CANTON</b>								
China	...	Hennings	Ger. str.	783	June 27	Siemssen & Co.	Shanghai	
Chinkiang	...	Hogg	Brit. str.	780	June 22	Siemssen & Co.	Shanghai	

## Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Com. mander.
Ariadne	6 c	German	corvette	1380	6	400	June 24	Kühne
Flamer	7 h	British	aux. naval hospital	...	...	...	...	D. M. Insp. Gen. Morgan
Fly	6 h	British	gun vessel	464	4	120	June 2	John Bruce
Hertha	6 c	German	corvette	2100	19	400	June 24	Knorr
Hornet	6 h	British	gun vessel	461	4	120	May 16	Hippisley
Kearsarge	6 c	American	corvette	638	6	500	April 20	F. V. McNair
Kestrel	5 k	British	gun vessel	462	4	100	June 1	C. B. Theobald
Mosquito	6 k	British	military hospital	2591	...	...	...	Capt. Becker
Victor Emanuel	6 c	British	gunboat	420	4	60	June 11	R. H. Paul
Vineta	5 k	British	Commodore's flag ship	3087	2	...	...	Commodore Watson
...	...	...	...	1890	19	400	May 31	Count Monts

### SHANGHAI SHIPPING IN HARBOUR.

June 17, 1876.		Peking		British		Ellen Browne		British barque	
MERCHANT STEAMERS.		Shanghai		American		Gleam		British barque	
*Anadyr	French	Swatow		British		Hermann		German barque	
Atalanta	German	Szechuen		American		Jumna		British brig	
Batrak	Russian	Szechuen		...		Juno		German barque	
*Chinkiang	British	Taku		British		Lady Elizabeth		British barque	
Douglas	...	Thibet		British		Lily		Spanish schooner	
Flamingo	for London	Tung Ting		British		M. A. Dixon		British ship	
Flintshire	for London	...		Chinese		Maid of Judah		British barque	
Fu-yi-yu	British	MERCHANT SAILING VESSELS.		...		Marie		German barque	
Gankai Maru	American	Adelina Marianne		German barque		Mary Blair		British barque	
Genoa	Japanese	Annie Braginton		British barque		Minatitan		British brig	
Hiroshima Maru	British	Ariel		British barque		Rachel		British barque	
Honan	Japanese	Black Adder		for London		Riflemen		British barque	
Karo	American	Ceres		for New York		Rita		Spanish barque	
Kiangse	for London, &c.	Coldstream		British barque		Rose		British schooner	
Nanking	American	Condor		German brig		St. Joseph		French schooner	
...	...	Diamant		German barque		St. Thomas		Swedish barque	
...	...	Duart Bay		British ship		Undine		for London	
...	...	Ellen		British barque		Windhover		for London	

\* Since left port, or arrived at Hongkong.



Mr Donnys appeared for the plaintiff, and Mr Brereton for the defendant.

# IN CRIMINAL SESSIONS.

(Before Chief Justice Sir JOHN SMALLEY.)  
June 27, 1876.

## MANSLAUGHTER.

Mr C. V. Lang and Mr Jesse Harold, chief and second engineers on board the River steamer *Kinsman*, were indicted for causing the death of one Wong Ah-choy, a Chinese passenger on board, by the explosion of the super-heater on the 6th May last.

The Hon. J. Bramston, Attorney General, prosecuted.

Mr Kingsmill, instructed by Mr Brereton, appeared for the defence.

Special Jury.—Messrs S. E. Burrows, O. M. Kerr, Thos. Jackson, J. G. T. Hassell, E. Tobin, A. G. Romano and M. C. do Rozario.

Mr D. Robb, R. N., was again put into the box.

The Attorney General said he had one or two questions more to ask of Mr Robb.

The A. G. said he had examined the corresponding plate in the other super-heater.

Mr Kingsmill objected to evidence on the other super-heater being given. The prisoners were charged with a felony and he could not be insisting too much.

His Lordship said they all knew that the fact of the prisoners being charged with a felony or a misdemeanour would not change the law of evidence one iota.

After discussion the question was withdrawn, his Lordship being of opinion that it was utterly immaterial how the defect came about; common sense would tell them that it was brought about by deterioration in course of time.

The Attorney General then brought to the notice of the Court the latest decision on manslaughter through culpable neglect.

The Chief Justice said it was a very important case and he had never seen it so strongly expressed in favour of the accused. He thought the administration of justice was indebted to the Attorney General.

Mr Kingsmill observed that throughout his experience of his learned friend he had never known him either in a civil case or a criminal prosecution to have shirked any point in favour of the accused.

Cross-examined: The fracture is very near the top. I have seen the super-heater ashore, taken out of its place on board, but I know its position exactly. The steam would affect all the iron on the side. I have spoken to the duties of engineers. I am an old service engineer. In the service the rules are more strict than in the merchant service, in the case of boilers particularly. The engineers of the navy passed a very strict examination. This examination is much more strict than that in the merchant service; in fact, there is hardly any comparison. The staff of engineers on board vessels of the navy is very different from that of the merchant service. The general rule is one engineer for every 100 horse-power. One engineer's car may not be so safe as another's. But engineers do not differ very much in the results of their tapping.

By the Court: Average pressure is the same as the mean pressure. For the pressure to average 25 lbs. there must be a power to go above. It would certainly be the duty of the engineers to have examined every Sunday the particular part which was more specially liable to the action of steam. I think a proper engineer seeing the patch would have paid more attention to the weak part, near it. Putting the patch on increases the heat behind the patch. I do not think the putting on of the patch accelerates the deterioration. An ordinary engineer ought to have known that that part of the plate was in a dangerous state, and he would have known it if he had hammered it. I have said that different men would give different reports of the results of tapping, but I do not think in this particular case and on that particular spot, many engineers would differ much in their opinion as to the defect. One might say it was 1 inch thick and another not so much, but all would say it was unsafe. The mildest I should say of the failure to detect the defect would be an error of judgment. If one's orders are to the effect that he is to examine it every Sunday and if he fails to do so, I should call it an error of judgment at least. Supposing he is not ordered to examine the boiler every Sunday but is responsible for them, he has to examine them, and if he finds any defect, he is to make a report.

By the Jury: It is not necessary to examine the boiler in so thorough a manner as that described in a new boiler which has been well tested. It is not necessary to make such examinations often as once in six months. Knowing the patch on the particular boiler in question, a thorough examination ought to have been made every Sunday. The engineers being aware that patch was put on, ought, in my opinion, to have paid special attention paid to the weak part and that once every week the chief engineer was responsible for such special attention being devoted to it.

A Juror: Was there time from week to week for the engineers to make such an examination as would make it impossible for the super-heater to be in the state it was in?

Answer: There was plenty of time.

Captain Sands was recalled and examined by the Court.—It is impossible to say when that patch was put on; I can't tell that by even referring to books. Chinese workmen were employed and the patch was put on under the superintendence of the engineers. I have no recollection whether the patch was put on by the Novelty Works or by the Dock Company. The engineers would give the order for the work. There was no maximum rate of pressure given by me to the engineers. My directions were that the pressure was not to be more than 25 lbs. The safety-valve was made for 80 lbs. I consider 25 lbs. a safe pressure for the boiler. It was the engineers' duty to see that 25 lbs. were not exceeded.

By the Jury: Do you not think that the steamer ought to have been laid up and the boiler thoroughly examined at least once during the past three years?

Answer: If I had the chance, I should have laid her up.

His Lordship asked, was the public to run the risk?

Answer: I have every confidence in the engineers and the boiler.

His Lordship said he was asked whether he thought the steamer should have been laid up at least once in the last three years, and to have an examination made. His answer would be simply yes or no.

Answer: No.

A Juror: I differ with you.

Witness: I did not think it necessary to lay the steamer up, because the steamer run only on an average six hours out of twenty-four, and for six days a week.

consider this was very light work. The boats were always run very easily in comparison with the strength of the boilers.

A Juror:—On what grounds do you consider 25 lbs. a safe pressure? Is it according to the age of the boiler or the condition of the boiler?

Answer:—According to the report of the engineers.

His Lordship asked what report the witness received from the engineers?

Captain Sands said he went on board the steamer every day.

His Lordship asked if that gossip was to be the report.

Witness replied that he had official reports.

The Chief Justice asked if his responsibility was founded on conversation with the engineers or not.

Witness replied, partly on conversation and partly on written orders. The orders are entered in a book which is in our office.

The Chief Justice here called upon Captain Sands not to make such a light thing of this enquiry. Here was a case which concerned life and death, and the witness treated this enquiry as if it were the idlest thing.

Captain Sands begged his Lordship's pardon, and denied that he treated the case lightly.

His Lordship said his manner indicated that he did so.

The Chief Justice further observed that he must produce that book.

By a Juror:—Is it or not your duty as superintendent of the Company personally to examine those boilers, or to be satisfied solely with the verbal reports of the engineers and those in that book?

Answer:—It is my duty to examine them.

A Juror:—I mean by boilers, the whole machinery, my Lord.

The Attorney General here interposed, and quoted the case of *Queen v. Scott*, suggesting that witness was not bound to answer such questions.

By a Juror:—Did you make any examination?

Witness:—I have done so; the last examination I made was six or eight months ago. I cannot say whether the patch was on then or not.

Mr H. Bailie was examined:—I am manager of the Novelty Iron Works. Some work was done to the *Kinsman*. I do not know that a patch had been put on to the starboard super-heater.

Mr Charles E. Nembert was next examined:—I have been twelve years an engineer. I am employed in the steam boat Company. I joined on 1st July 1875.

I was employed on board the *Kinsman* for a few months as second engineer with Mr Harold as Chief engineer. I don't remember a patch being put on the super-heater of the starboard boiler.

The patch was put on to strengthen the boiler. I have found the super-heater with a hammer. I have probably done so three or four times during the twenty Sundays or thereabouts I was on board. I supervised the scaling of the funnels every Sunday. The width of the super-heater is 16 to 18 inches, and the height 18 feet. I went up the chimneys every Sunday. Mr Harold also went up. We generally test the boilers by sounding them with a hammer. I did not find any part unsound. I left the *Kinsman* on the 17th April when Mr Lang resumed charge.

Cross-examined:—I have never had occasion to make a report to the second prisoner as to the unsoundness of the plating. I have known plates as thin in some places as that in Court is, carrying a pressure of 25 lbs. for a while, above probably a month. I examined the boiler the Sunday previous to my leaving the *Kinsman*. I saw some patches put on during the time I was there. The very best of boilers sometimes require patching up here and there. Looking at the plate in Court, I would judge that the plate was put on some six months ago.

I should judge that the patch was put over a seam. When I left on the 17th April, I would not hesitate at all then to pronounce that the super-heater could carry 25 lbs. of steam.

Re-examined: Looking at the plate now, I would not hesitate to carry 25 lbs. steam with the plate only so thick as the part where the fracture occurred.

By a Juror: If you touched the top of the super-heater at all, could you have failed to discover the presence of the patch; you said you were not aware of that patch at all.

Witness: I can't say positively. I might or might not have discovered it. I should see it if it was there.

By another Juror: Did you tap the boiler or the super-heater every Sunday?

Witness: No, Sir.

Q: How often then?

A: It is impossible to sound both super-heaters on one Sunday. It can be only done partly one Sunday and partly the next. I never found any defective part in either super-heater.

Inspector Grimes spoke to having gone to the dock and fetched the plate in Court. He identified it as the one taken from the burst super-heater of the *Kinsman*.

Capt. Sands having returned to Court with his order book, was again examined: I do not see any order in this book given in reference to the boilers or the engine. Sometimes I wrote orders on the wharf and no copies were kept. There was no order in the book reference to speed.

Witness: My Lord, would you like to keep the book?

The Chief Justice: Oh, there is nothing in this closed case for the prosecution.

The Court was then adjourned till 2 1/2 p.m. when Mr Kingsmill would address the Court for the defence.

When the Court resumed, Mr Kingsmill began his address on behalf of the prisoners. He spoke at the outset in such a low voice that one of the Jurors had to ask him to speak a little louder. He said that before he referred them to the evidence of the case, he would address himself on the charge against the prisoners, and under the direction of the Court, on the law thereof. There were two leading points in the case; first, whether the prisoners are guilty of negligence; and secondly, if the negligence was culpable amounting to criminality. It was not the question whether or not the man died of cold that they had to discuss, and he considered it unworthy of them to take up the time of the Court and Jury on questions of cause of death, identification of deceased and so on, and for that reason he had refrained from questioning the Chinese witness and Dr. Wharry. The question was first whether the prisoners were guilty of negligence; and secondly, if guilty of negligence, whether it was that culpable negligence amounting to a crime. He would presently quote the words of Baron Bramwell in reference to this case. The death

must be directly traced to their negligence. His Lordship said he must have the law while the Jury had the facts.

Mr Kingsmill said he was simply opening the case to the Jury. Continuing his address, he said he would not use the word "gross" in expressing negligence, for the word "gross" was said by a Judge to be a term of vituperation, but he would adopt the phrase employed by Mr Justice Denman, that of "clear negligence," or undoubtedly negligence.

He then proceeded to give an outline of the law in negligence of this kind, and among these cases to which he said he would refer the Court was that of the *Mistake*. In that case the Hampshire Jury did not return a verdict of manslaughter against Capt. Welsh of the *Alberta*, though they found him to be blame. There was a broad distinction between negligence in an action for damages and that in which it was sought to make a man criminally liable. Mr. K. then quoted the case of *The King v. Allen*. This was by no means on all fours, therefore he would not go into it very fully, but would make use of some of the expressions there. The omission, it was ruled, must be a personal instance of misconduct, and to make a man guilty of manslaughter, the act of omission must be that of personal misconduct. After quoting another case, he cited the case of the *Queen v. Bennett*.

Mr. Kingsmill was quoting some other cases, when his Lordship asked whether it was the practice in England to cite a number of cases to the Jury who was not supposed to know the law.

Mr Kingsmill replied that the law and fact in this case went together. He then continued and cited the case of the *Queen v. Lowe*. He then referred to the evidence and reviewed Mr Robb's testimony. The witness spoke from a naval point of view. Taking Capt. Sands' evidence, he said that he had seen the engineers inside the boilers on Sundays at all hours. They had to work on days which others looked upon as days of rest, and the learned counsel questioned whether the superheaters would be wholly cooled down from Saturday night. He next spoke on the close air in the superheater which was 18 inches wide and 18 feet high. Referring to Mr Robb as an expert, he came with all his notions and traditions of the boiler room. As to the patch, it was not put there to support the plate, as a patch, but it was put over the lap of two plates. Nembert had said that during the time he had been on board, there had been two, three or four patches put on. Would this show that the engineers had been negligent of their duty? Was there a title of evidence against these men? They had taken all possible care which human foresight could dictate. He then compared the tools and troubles which engineers in the Royal Navy. Referring to the engineers' book, he submitted that there was no raising between the two boats and that the pressure of 25 lbs. steam was put on under orders of Capt. Sands. They had heard of hydraulic tests, but was it in the power of the prisoners to carry on such a test? This would have caused the ship to be laid up. After further remarks on Mr Robb's theory of chemical action on the part of the super-heater, Mr Kingsmill characterised Mr Robb's evidence as being hard, though not unfair or untrue, against the prisoners. He considered it hard as requested permission to read the following opinion:—It is the opinion of the Jury that the Hongkong, Canton and Macao Steam-boat Co., through their Superintendent, Captain Sands, has not taken proper measures to ascertain the condition of the *Kinsman's* boilers, and superheaters. The Jury is further of opinion that, considering the number of passengers travelling on the River Steamers, they ought to be laid up and thoroughly examined at least once every six months.

The Chief Justice observed that the paper read would be received as a statement from the Jury and recorded as such. He entirely concurred in the opinion expressed, and he was very thankful that the Jury, as men of the world and commercial men, had found the prisoners not guilty. It was true that the punishment of manslaughter might either be that next to death or the fine of one shilling; and it was not for the Court now to say what grade of punishment would have been imposed had the prisoners been found guilty. But he was glad that they had found common sense, and of the high tone usual to a Special Jury.

The Court then rose.

**China.**  
SHANGHAI.  
(News.)

We hear that a private telegram was received yesterday, (June 19th) announcing the arrival of Mr Grosvenor and his colleagues at Singapore. He may therefore, we presume, be expected by the next French mail.

A Municipal notification in another column, states that census forms will be circulated to-day (June 20th) and that the Council will feel obliged by their being filled up by tomorrow, when a policeman will call for them.

At the meeting of American citizens held yesterday afternoon (June 19th) at the U.S. Consulate-General, to consider and decide upon the best mode of celebrating the approaching centennial 4th July, a committee was appointed to make arrangements, and to report after deliberation. An excursion down the river seemed to be preferred by the majority of those present, but the final arrangements were confided to the committee.

The new steamer *Han-twang*, built at Greenock, for Mr H. S. Bidwell, but intended to be underwritten for the C.M.S.N. Co., arrived here yesterday, (June 19th).

She anchored below the shipping, and no person was allowed on board except with the permission of the Captain, an officer being stationed at the top of the gangway to keep back those who had not business to transit. She is brigantine rigged, and equal in size to any of the vessels now owned by the Company.

(Courtier.)

We find we were wrong the other day in attributing the alteration in the plans of Sir Thomas Wade to the Pacific solution of all difficulties. There is reason to believe, on the contrary, that the conclusion to be drawn is a diametrically opposite one. It is said that negotiations, properly so called, have been finally broken off, and that the Minister is simply awaiting the decision of the Chinese Government respecting the final demands which he has made, and which we understand, so far from being relaxed, have been supplemented by additional requirements of a somewhat severe nature. A show of force—though, perhaps, not the exercise of force itself—may yet be necessary.

Jury believed that there was a lack of this care and caution on the part of the prisoners, the latter became liable to a verdict of guilty. If the prisoners undertook to exercise skill upon which the lives of their fellows depended, then they were liable to the consequences of such fault. Coming to the facts of the case, his Lordship remarked that, considering the position of Captain Sands in this matter, he had given very fair testimony in the case. During the reading of Capt. Sands' evidence he suggested to the Jury the question whose business it was to find out what the thickness of the plates was. On the alleged difficulty of getting at the different parts of the super-heater, the C. J. observed that in cases where life and death are in question, such extenuation could not be admitted. At all risks they ought to have seen to the security of the boilers; but they do not appear to have done so. By tapping, not necessarily by hydraulic pressure, the defect might have been discovered. His Lordship next remarked upon the amount of pressure used in the boilers. Concerning the deterioration, he knew that some iron plates were more subject to decay than others, and this appeared to be so in the present case, but the question for the Jury was, whether a sufficient examination was carried on to detect such deterioration. It was not that the prisoners did not work hard, they did not work in the right direction; had they told their employers that they could not sufficiently examine the boilers in the limited time at their disposal, then the responsibility would have rested with their superiors. Had prisoners struck the weak point of the superheater, they must have known of it; so says Captain Sands. Referring to the want of printed instructions, his Lordship observed that it did seem monstrous that copies of those instructions were not supplied to the men who acted under them. Arriving at Mr Robb's evidence, the Chief Justice remarked that the Jury could form their own opinion as to the character, demeanour and capacity of that gentleman. His Lordship gave emphasis to the statement made by Mr Robb, that he seldom found much variation in the different men's impressions of a tap of the hammer; and again, it would be the duty of the engineer to give more attention to the parts of the boiler more exposed than to other parts; which did away with the argument of the defence that there was no time to examine all the boilers every Sunday. And if this were not done, it would show a want of care. According to Mr Robb, there was ample time to do so, while an inspection every six months ought to have been held. That no such examination was held was explained by Captain Sands on the ground that the steamer's work was light and that he had his reports from the engineers. On inquiry, however, none of those reports could be found. The question of the public safety was not the question at present under consideration: it was simply that of the exercise of care, skill and proper caution by the prisoners in the examination of the weak spot in the superheater. With the admission of the weak point, and the evidence of Capt. Sands and Mr Robb—the latter that of an able engineer and a cautious witness—the Jury could come to a conclusion on the matter.

The Jury then retired.

On the return of the Jury, the Foreman stated that they were unanimously of opinion that the prisoners were not guilty. He also requested permission to read the following opinion:—It is the opinion of the Jury that the Hongkong, Canton and Macao Steam-boat Co., through their Superintendent, Captain Sands, has not taken proper measures to ascertain the condition of the *Kinsman's* boilers, and superheaters. The Jury is further of opinion that, considering the number of passengers travelling on the River Steamers, they ought to be laid up and thoroughly examined at least once every six months.

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The Court then rose.

**Japan.**  
NAGASAKI.  
(Correspondent Press, June 14th.)

Several picnic parties on a larger scale than usual are said to be in course of formation. More especially is this the case with one to be composed entirely of the Chinese elite. We are given to understand that the occasion is to be celebrated as a general holiday amongst the more prominent of that race in Nagasaki, and certainly the weather is everything which even the most fastidious of them could desire.

It is with much pleasure we notice that the enterprising firm of Messrs. Boyd & Co. is not confining its improvements to their Yokohama branch. Their handsome and most substantial stone wharf will shortly be completed, and upon which is now being erected a splendid pair of sheer legs capable of hoisting many tons. These improvements add considerably to the business appearance of the Bund.

A pleasant picnic treat was given by Captain Hume and the officers of H. M. S. *Immortalite* on the 8th inst. to a number of ladies and gentlemen at Papeburg. The day was all that could be desired. The band of the ship accompanying the party much enlivened a scene of gaiety and mirth. Everything went off with precision, and the happy guests have one more day of unalloyed pleasure to record.

The *Kaitio* and *Falos* may hourly be expected here from Hongkong. We will be happy to welcome our old friends again to this port.

H. B. M.'s gun-boat *Swinger* which left the harbour for a cruise as far as Goto Island on the 6th instant, returned to her former anchorage in the afternoon of the 9th (Friday).

It is reported that on Friday last over seventeen Japanese women were arrested by the native authorities for frequenting Iwasa (Russian settlement) without proper permission.

The Japanese Custom-house officials have taken a strange fancy for racing gigs, no doubt with a view to studying their lines and competing at next regatta. Anyway they have possession of one of the racing gigs which was lent to the Shanghai crew and upon its return from Kobe was seized forthwith because no permit was taken out for it. It seems to us absurd that a boat used solely for the purpose of shunting should be treated like a male of shunting.

We notice that the U. S. flag-ship *Tennessee* is now in Kobe, having arrived there from Yokohama on the 7th instant. We may expect to see her in this harbour again in a course of a few days. The *Albatross* has also arrived in Kobe on the 9th.

**Dead Letters.**

Bowker, Mrs., 140, Robert Hall Street, L'pool, 1

Brown, Capt., 10, Warren Street, Boston, 1

U.S.A., 1

Davey, Mrs., Portland Place, Plymouth, 1

Dennis, G., Paris, 1

Dumont, Miss E., Post Office, Yokohama, 1

Field, Miss F., Catherine Street, City Road, 1

London, 1

Graham, Mrs. Jane, 21, Gaskell Street, 1

Liverpool, (Registered), 1

Hans, Mrs., Bernard Street, Commercial Road, 1

London, 1

Hauer, Mrs., Williamsburg, Long Island, 1

U.S.A., 1

Hill, Charles, Yokohama, 1

Hughes, W., H.M.S. *Victor Emanuel*, Hongkong, 1

Jack, Alex., Engineer, S.S. *Estegona*, Hongkong, 1

Kenway, Mrs., S.S. *Duke of Lancaster*, C'ta, 1

Mackenzie, Mrs., Raimond Street, Vauxhall, 1

Road, London, 1

Man Mick San, Stanhope, Bristol, U.S. Am't, 1

Morris, Staff Sergeant, S.S. *E.O.*, Y'don, 1

Movard, Mr., Stag Hotel, Hongkong, 1

Mosley, H. N., New University Club, Y'don, 1

Punchard, Mrs., Cambridgeport, Mass., 1

Richardson, Miss J., Bombay, 1

Roberts, Miss R., 555, Third Avenue, N. York, 1

Taylor, Mrs., Borough Post Office, London, 1

The above letters have been returned from various places at which the addressees cannot be found. If not claimed within ten days they will be opened and returned to the writers.

**Quotations.**

Hongkong, June 27, 1876.

PIUM.—New Patna, cash, 585

Old Patna, cash, 587

New Benares, cash, 567

Old Benares, cash, 570

New Malwa, cash, 565

Old Malwa, cash, 570

Allowance Tails, 6 a 12

Old Malwa, cash, —

Allowance Tails, —

CAMPBELL, —

QUICKSILVER, —

SALTPIETRE, —

Exchange.

Bank, 6 months' sight, ... 3/10

Credit, 6 months' sight, ... 3/10

On Calcutta, Bank demand, ... 2/8

Bombay, demand, ... 2/8

Shanghai, demand, ... 74

Shanghai, 30 days' sight, ... 74

Bar Silver, 17, dwts. B., —

Sycee, —

Mexicans, —

Gold Leaf, —

English Sovereigns, ... 5 1/2

Australian Sovereigns, ... 5 1/2

Discount, ... 7 a 9

Shares.

Hongkong Bank, 3 % prem.

A. K. Fire Ins. Co., \$25

China Fire Ins. Co., \$155



## Intimations.

## Chinese Imperial 8 per cent. Loan of 1874.

Notice is hereby Given, that in conformity with the stipulation contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at par, in Hongkong on the 30th of June, and in London, on the 19th of August next, when the Interest thereon will cease to be payable, were this day Drawn at the Offices of the Hongkong and Shanghai Banking Corporation, situate No. 31, Lombard Street, London, in the presence of GEORGE HENRY BURNETT, Accountant of the said Corporation and of the undersigned Notary.

## NUMBERS OF BONDS DRAWN.

## 942 Bonds Nos.—

4	5	10	28	30	40	48	59	60	73
74	79	81	94	100	111	116	120	121	130
135	151	162	160	161	178	180	185	192	198
201	216	219	222	226	232	243	259	260	267
268	273	289	296	300	310	313	319	325	333
334	347	362	368	368	368	375	391	397	399
410	419	414	424	426	428	442	453	459	467
469	480	489	497	500	501	508	519	528	529
533	540	550	560	566	569	571	592	597	600
603	618	619	622	636	638	652	654	659	664
676	680	684	691	693	718	715	720	729	734
738	746	752	758	761	766	774	782	784	788
801	816	819	821	826	833	841	842	847	868
871	877	882	889	893	903	912	913	928	934
938	941	953	954	961	970	978	981	988	994
1006	1011	1016	1029	1038	1038	1058	1059	1080	1084
1074	1076	1088	1093	1095	1112	1116	1120	1132	1135
1140	1150	1165	1168	1176	1177	1180	1187	1188	1192
1212	1214	1217	1230	1232	1235	1242	1244	1254	1270
1271	1279	1287	1292	1298	1302	1310	1315	1328	1330
1336	1348	1350	1353	1365	1371	1378	1383	1393	1394
1403	1404	1410	1421	1428	1439	1447	1448	1459	1463
1464	1477	1481	1482	1490	1511	1514	1519	1526	1528
1538	1542	1545	1560	1566	1578	1580	1582	1593	1594
1607	1615	1620	1631	1632	1638	1644	1657	1659	1662
1663	1664	1680	1691	1693	1701	1702	1706	1721	1731
1739	1743	1744	1755	1759	1772	1778	1783	1789	1793
1810	1813	1816	1826	1833	1838	1847	1852	1856	1866
1872	1874	1887	1890	1894	1902	1913	1916	1932	1933
1936	1943	1949	1957	1962	1963	1968	1968	1969	1989
2003	2007	2008	2021	2028	2037	2041	2067	2059	2074
2075	2079	2083	2089	2093	2108	2114	2119	2122	2129
2135	2143	2155	2156	2161	2163	2179	2194	2195	2200
2203	2206	2209	2230	2231	2240	2250	2255	2260	2269
2274	2280	2288	2297	2298	2318	2319	2320	2328	2330
2339	2353	2355	2359	2373	2375	2376	2386	2387	2399
2402	2406	2413	2429	2430	2435	2440	2451	2458	2466
2473	2480	2486	2497	2498	2507	2512	2515	2523	2532
2536	2542	2552	2555	2563	2569	2573	2581	2589	2599
2614	2615	2616	2636	2639	2640	2646	2646	2654	2664
2665	2678	2682	2684	2700	2702	2710	2716	2723	2724
2725	2741	2747	2760	2764	2768	2777	2793	2796	2800
2807	2808	2810	2821	2822	2832	2842	2847	2853	2871
2875	2877	2881	2888	2891	2908	2915	2917	2922	2932
2940	2956	2957	2959	2963	2978	2979	2985	2991	2995
3008	3013	3020	3023	3028	3038	3044	3047	3057	3066
3075	3089	3094	3099	3101	3102	3103	3108	3126	3128
3140	3155	3158	3159	3167	3179	3180	3181	3186	3200
3209	3210	3211	3221	3236	3238	3247	3248	3249	3273
3279	3280	3294	3297	3298	3303	3306	3308	3323	3328
3330	3345	3350	3360	3368	3369	3374	3381	3394	3397
3402	3406	3409	3430	3435	3436	3444	3447	3460	3461
3470	3471	3481	3487	3488	3501	3502	3512	3522	3524
3532	3548	3553	3555	3562	3564	3574	3581	3589	3600
3605	3607	3609	3627	3632	3638	3643	3649	3655	3663
3669	3677	3683	3684	3689	3701	3704	3715	3724	3729
3736	3742	3743	3747	3761	3762	3770	3789	3795	3796
3803	3808	3814	3832	3834	3839	3848	3869	3860	3864
3867	3871	3883	3885	3900	3903	3904	3905	3921	3932
3940	3946	3947	3948	3976	3979	3980	3984	3992	3999
4003	4016	4020	4024	4025	4031	4041	4051	4057	4058
4067	4075	4081	4089	4096	4101	4115	4118	4128	4129
4135	4141	4150	4161	4167	4176	4180	4188	4192	4193
4201	4208	4211	4223	4232	4233	4241	4253	4255	4268
4274	4280	4291	4292	4295	4304	4311	4312	4324	4328
4338	4341	4347	4358	4366	4376	4377	4381	4382	4398
4405	4406	4408	4438	4439	4440	4447	4448	4455	4469
4470	4471	4484	4491	4499	4502	4504	4505	4521	4527
4532	4541	4542	4557	4563	4571	4579	4581	4582	4600
4605	4616	4620	4625	4626	4630	4643	4644	4647	4662
4666	4687	4682	4663	4697	4710	4711	4720	4721	4726
4740	4745	4745	4749	4764	4770	4772	4782	4793	4800
4806	4811	4818	4834	4836	4837	4844	4846	4857	4869
4870	4875	4895	4895	4900	4906	4907	4913	4929	4934
4936	4942	4945	4952	4970	4971	4976	4985	4987	4993
5004	5007	5013	5023	5027	5029	5051	5055	5059	5065
5066	5079	5085	5095	5094	5113	5114	5119	5129	5133
5135	5141	5145	5148	5175	5176	5179	5184	5185	5196
5205	5210	5212	5229	5231	5232	5241	5251	5255	5274
5278	5280	5291	5295	5299	5305	5314	5319	5321	5324
5336	5346	5350	5353	5359	5373	5377	5399	5399	5400
5408	5412	5416	5423	5436	5440	5445	5452	5459	5466
5473	5479	5485	5486	5500	5505	5509	5520	5521	5522
5533	5541	5542	5558	5562	5570	5578	5583	5588	5589
5607	5608	5615	5627	5629	5634	5648	5655	5656	5669
5664	5669	5689	5694	5700	5701	5703	5707	5727	5728
5738	5741	5757	5758	5761	5762	5763	5768	5793	5794
5805	5806	5813	5824	5834	5839	5847	5848	5860	5863
5876	5878	5884	5885	5886	5904	5907	5909	5930	5936
5939	5945	5946	5949	5952	5953	5954	5959	5964	5968
6013	6014	6016	6021	6026	6037	6042	6048	6049	6082
6088	6075	6090	6091	6100	6107	6114	6119	6126	6124
6125	6142	6144	6145	6156	6174	6180	6181	6185	6191
6211	6212	6223	6229	6232	6234	6239	6241	6242	6263
6274	6276								

For £100 Sterling each. 594,290

Colinterigned,

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

W. W. VENN, Junior,

Notary Public,

GEO. H. BURNETT,

Accountant,

2 Fife's Head Alley, Cornhill, E.C.

LONDON, 27th April, 1876.

## Mails.



STEAM FOR  
Singapore, Penang, Point de Galle,  
Aden, Suva, Malta, Brindisi,  
Ancona, Venice, Mediter-  
ranean Ports, Southampton  
and London.  
Also,  
Bombay, Madras, Calcutta and  
Australia.

THE PANICULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steam-ship  
TRIBET, Captain BASTLEY, with Her  
Majesty's Mail, Passengers, Specie, and  
Cargo, will leave this for the above  
places, on SATURDAY, the 1st July,  
at Noon.

CARGO will be received on board until  
5 P.M.; SPECIE and PARCELS at the  
Office until 2 P.M. on the 30th Instant.

For particulars regarding Freight and  
Passage, apply at the P. & O. S. N. Co.'s  
Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES  
ARE REQUIRED.

A written declaration of the Contents and  
Value of the Packages for the Overland Route  
is required by the Egyptian Government, and  
must be delivered by the Shipper to the Com-  
pany's Agents with the Bills of Lading, or  
with Parcels; and the Company do not hold  
themselves responsible for any detention or  
prejudice which may happen from incorrect-  
ness on such declaration.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Black Bill of Lading.

THE P. & O. S. N. Co. reserve the  
option of forwarding all Goods shipped  
by their Steamers for Europe through  
Egypt, either by Rail, or by Canal in their  
own Steamers, or in vessels employed for  
the purpose.

A. McIVER, Superintendent,  
P. & O. S. N. Co.'s Office,  
Hongkong, June 23, 1876. jyl

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL

and  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S. S. "BELGIO" will be de-  
parted for San Francisco, via Yoko-  
hama, on SATURDAY, the 1st July,  
at 3 P.M., taking Cargo and Passengers  
for Japan, the United States and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai, and  
Freight will be received on Board until  
4 P.M. of 30th Instant. Parcel Packages  
will be received at the Office until 5 P.M.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Return Passage Tickets available for 6  
months are issued at a reduction of 20 per  
cent. on regular rates.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 16, Praya Central.

G. B. EMORY, Agent,  
Hongkong, June 1, 1876. jyl

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CHINA"  
will be despatched for San Fran-  
cisco, via Yokohama, on SATURDAY,  
the 16th July, 1876, at 3 P.M., taking  
Passengers, and Freight, for Japan, the  
United States, and Europe.

Through Passenger Tickets and Bills  
of Lading are issued for transportation to  
Yokohama and other Japan Ports, to San  
Francisco, to ports in Mexico, Central and  
South America, and to New York and  
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Com-  
pany will leave Shanghai, via the Inland Sea  
Ports, about same date, and make close  
connection at Yokohama.

At New York, Passengers have selection  
of various lines of Steamers to England,  
France and Germany.

Freight will be received on board until  
4 P.M. 14th Proximo. Parcel Packages  
will be received at the office until 5 P.M.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 16, Praya Central.

G. B. EMORY, Agent,  
Hongkong, June 16, 1876. jyl

## For Sale.

FOR SALE.  
W. CHILLINGWORTH & SON'S  
CROWN SHERRIES AND PORTS.  
R. P. ATKINS & Co.'s PORT.  
BASS'S ALE, in Quarts and Pints.  
Wm. Younger & Co.'s Edinburgh  
STRONG ALE, in Hogsheads.

Hongkong, June 9, 1876. jyl

## DUO DE MONTEBELLO CANTO

BLANCHE CHAMPAGNE.  
Quarts, 1/5 per case (1 dozen).  
Pints, 1/10 " " "

6 per cent. discount on 26 cases.

Bourbon WHISKY.  
1/10 per case (1 dozen).  
For Sale by HEARD & Co.  
Hongkong, June 22, 1876.

## FOR SALE.

FOR SALE.  
A NUMBER OF NEW IRON WATER  
TANKS, 4 Feet square.  
Apply to  
CAPTAIN CHAMBERLAIN,  
American Bank "American Lloyd's"  
Hongkong, May 30, 1876.